

Application SN: 10/621,563
Amendment Dated: May 6, 2005
Reply to Office Action of: January 6, 2005

Amendments to the Claims:

1. (Currently Amended) A luggage rack for pivotal attachment to a motorcycle
having a rear fender and a sissy bar mounted at sissy bar mounting plates disposed on ~~like~~
side opposite sides of the rear fender and having bores therein, said rack comprising:

5 (a) a frame having a generally U-shape with opposite legs each terminating at
lower pivot ends defining a bore, said frame having a configuration
conforming to that of the sissy bar and wherein said rack abuts the sissy
bar in an upright stored position;

10 (b) a pair of mounting brackets each having a body with a flange, said flange
having bores adapted to align with the bores in the mounting plates at
opposite sides of the motorcycle;

(c) each said body ~~having~~ defining a location for receiving the lower pivot end
of the associated leg, said location defining a bore aligned with the bore in
the associated leg;

15 (d) a fastener means at associated with each bracket extending through said
bracket and the associated leg whereby said fastener ~~means~~ may be
selectively tightened to provide a frictional fit between the bracket and
frame to allow the user to manually pivot the frame between a generally
horizontal use position and a generally vertical stored position; and

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(e) a stop means on said bracket to engage said ~~rack~~ frame when the frame is
in a generally horizontal position.

2. (Originally Presented) The luggage rack of Claim 1 wherein said frame is chrome
5 plated steel.

3. (CANCELED)

4. (Originally Presented) The luggage rack of Claim 1 wherein a plate extends
10 between the opposite legs of the frame.

5. (Originally Presented) The luggage rack of Claim 4 wherein said plate carries
indicia.

15 6. (CANCELED)

7. (Originally Presented) The luggage rack of Claim 1 wherein said frame including
retaining means to retain said rack in said stored position.

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8. (WITHDRAWN) A method of installing a luggage rack on a motorcycle having a
sissy bar secured at mounting plates at fastening bores at opposite sides of the rear fender,
said method comprising:

- (a) removing the existing sissy bar and mounting plates from the motorcycle;
- (b) removing the mounting plates from the backrest;
- (c) providing a rack having opposite legs with pivot bores at the lower distal
ends thereof;
- (d) providing mounting brackets for each of the legs, each bracket having a
pivot bore to align with the pivot bore in the legs and fastener bore to align
with the fastener bores in the mounting plates, said brackets having stop
means to limit the pivotal movement of the rack;
- (e) attaching the mounting brackets to the mounting plates;
- (f) reinstalling the sissy bar mounting plates with the brackets; and
- (g) pivotally securing the rack to the bracket at the cooperative pivot bars.

9. (New) A luggage rack for pivotal attachment to a motorcycle having a rear fender
and a sissy bar at sissy bar mounted at sissy bar mounting plates disposed on opposite
sides of the rear fender and having bores therein, said rack comprising:

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- (a) a frame having a generally U-shape with opposite legs each terminating at lower pivot ends defining a bore, said frame having a configuration conforming to that of the sissy bar and wherein said rack abuts the sissy bar in an upright stored position;
- 5 (b) a pair of mounting brackets each having a body with a flange, said flange having bores adapted to align with the bores in the mounting plates at opposite sides of the motorcycle;
- (c) said bracket body defining a slot for receiving the lower end of the associated leg, said slot being defined by sidewalls, one of which being
10 deflectable to apply a frictional force to said frame;
- (d) a fastener associated with each bracket extending through said bracket and the associated leg whereby said fastener may be selectively tightened to provide a frictional fit between the bracket and frame to allow the user to manually pivot the frame between a generally horizontal use position and a
15 generally vertical stored position; and
- (e) a stop on said bracket to engage said frame when the frame is in a generally horizontal position.